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more fully, and many new subjects are added, together with a full citation of cases from all jurisdictions. The book has thus become one of general rather than local application and service. It is particularly commendable for its analysis and classification of cases from the point of view of the relation of the plaintiff to the defendant.

The latter volume is also in a sense a second edition. It is based upon a portion of a more general work by the same author entitled "The Law of Street Surface Railroads." After quite a full treatment of the general basis of liability, the writer of this book follows a general plan similar to that of Mr. Clark. He goes perhaps even more carefully into the different details of the varying classes of cases. The material is not quite so thoroughly analyzed or paragraphed as that of the other volume, but it is rather more comprehensive and fundamental in its scope. The indexing of Mr. Nellis's book appears to have been very carefully done, and this renders its discussions especially accessible.

Neither of these two volumes can be said to excel the other. Neither is of any noteworthy originality. Both however are excellent and useful practical treatises and digests. Either can be honestly commended to any practitioner interested in this important branch of tort practice.

W. H. H.

AMERICAN RAILROAD LAW. By Simeon E. Baldwin. Boston: Little, Brown, and Company. 1904. pp. lxvi, 770. 8vo.

Any work of Judge Baldwin will be read with interest by lawyers, and cannot fail to illuminate the subject with which it deals. In writing upon Railroad Law the learned author has chosen a subject of great present interest and importance. A railroad company is a corporation, and therefore subject to the rules that govern corporations and to the requirements of its charter; it is a common carrier, and therefore subject to the peculiar rules that govern public-service companies, and it is endowed with the power of eminent domain. To assemble the rules of law that apply to railroads it would be necessary to deal with three important branches of law, and it is of course impossible to do so in a single volume. Judge Baldwin has limited his work to what is peculiar to railroads, so far as that is possible without obscurity. The disadvantage of such a plan is this, that it rather gives a set of illustrations of the application of fundamental principles to one class of facts than a thorough discussion and determination of the principles themselves. In spite of Judge Baldwin's high capacity for legal analysis and reasoning, this book is a digest of railroad cases, excellently arranged and clearly phrased. Most of the important cases are cited, though one is surprised not to find such leading cases as *Northern Pacific Railroad v. Washington*, on the obligation to establish stations; *Old Colony Railroad v. Tripp*, on the right of hackmen to solicit passengers at the stations; *Boyce v. Anderson*, on the nature of the relation of passenger and carrier; *Norway Plains Co. v. Boston & Maine Railroad*, on the termination of the insurer's liability; *Railroad Company v. Reeves*, on loss by act of God. But the authorities are generally well collected, clearly arranged, and adequately stated, and the book should prove both suggestive and useful. In an appendix are collected a large number of forms which should prove very valuable to a lawyer in practice.

J. H. B.

CYCLOPEDIA OF LAW AND PROCEDURE. Edited by William Mack. Vol. XI. New York: The American Law Book Company. London: Butterworth & Co. 1904. pp. 1197. 4to.

This volume contains topics from "Costs" to "Credit with Banker" inclusive. Of the seven leading articles, the most pretentious are those on "Costs," "Counties," and "Courts," which together occupy five-sixths of the work. Dealing, therefore, for the most part with matters of practice and procedure rather than with substantive law, the volume cannot, from the nature of the case,